



Stress Kracks

Gate City Corvette Club



<https://www.facebook.com/GateCityCorvetteClub>

**MACMULKIN
CHEVROLET**

3 Marmon Drive
New England Auto Village
Nashua, NH 03060

**Sponsor of
Gate City Corvette Club**

August 2020



The August cover photo goes to
Moe & Carla Lussier's Crystal Red C6 on the scenic
Kancamagus Highway in New Hampshire.



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First Word

Dennis Corrigan

It was good to have a regular meeting this month and see some of the members. We had 15 show up and 12 of us went to dinner at a new Chinese restaurant that was recommended by Alan Factor. He not only knows some great cruises to go on with our cars but has good taste when it comes to restaurants.

We basically had a short meeting as the only board members were myself and Tony Centrella, our membership director. We decided to keep getting together and having cruises on weekends when the weather is nice. If you're interested in doing more with the club, please come to our next meeting.

I am planning on having another live meeting in August. If we only have about the same number as July's meeting I may decide to just pick a restaurant that will be able to accommodate us and just make a very casual meeting.

Stay safe and save the wave

Dennis Corrigan



Aviation Museum Car Show
Photo provided by Mike DeCampo

Gate City Corvette Club is one of the hundreds of Corvette clubs throughout the United States and Canada. The purpose of GCCC is to make being a Corvette owner more fun. GCCC meets at 7:00 pm the second Friday of the month at MacMulkin Chevrolet, 3 Marmon Drive, Nashua, New Hampshire.

Message from the Veep...

Summer & the threat of COVID continue to push forward with many events still being cancelled. However, there are still some options out there for those looking to get out with their cars. Some of the car gatherings at places like Target are still going on. A few smaller car shows are communicating their plans to keep separation between cars and requesting folks wear masks to allow getting together safely. The 2019 Caravan Reunion next month has planned activities such as a road rally that can be done safely from inside the car and a cruise along the Kancamagus to take in the scenic views. I'm glad to see that not everything has been cancelled – but I encourage everyone to stay safe during this time.

For another option to keep in touch with your fellow club-members, consider joining us on one of our upcoming Zoom calls! It's great to see folks and chat a bit about what's going on and how people are doing until we can get together again in person. The information to join us has been sent to our email list – but if you haven't gotten the data please reach out to me and I will pass it along.

In my final observation for this month I'd like to say that I had a real smile on my face yesterday. While driving back from a dump run in the SUV, I saw an amazing sports car profile coming at me down Rt. 101. Sure enough, my guess was right and it was the first C8 that I've seen out driving around on the roads up here in New England. Looked like a Blade Silver one and the car definitely looks awesome out on the road – a definite eye catcher. I look forward to seeing more of these on the road as time passes!

Everybody stay safe, and I hope to see folks (at least virtually) soon!

Larry "The Veep" Shields

THAT POOR VETTE



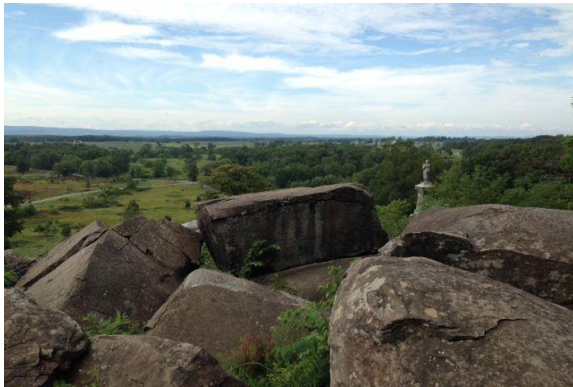
In one of our sadder That Poor Vette installments, this is what remains of a blue '66, C2 Roadster after lightning struck a warehouse holding a Vermont gentleman's car collection, causing a large fire. It happened early in the morning, so no one was on-site or hurt, but the car collection is a total loss. Another Corvette, a '57 Chevy, and two Mustangs were also damaged in the fire.

(Source from: <https://www.corvetteblogger.com/2020/07/16/accident-lightning-strike-burns-down-a-building-housing-two-midyear-corvettes/>)

Hello All,

I believe we are all a lot more thankful for 2019 given the current conditions of 2020. Simple cruises to Fulchino Vineyards in Hollis or a late summer night for ice cream at Kimball Farm are fond memories.

Perhaps the highlight of 2019 for me was the Caravan to Bowling Green. I call this trip more of an adventure and a total Corvette experience. Driving to Gettysburg PA, my car had never been further south than Massachusetts. We arrived on Friday, August 23rd, and then bright and early before sunrise caravanned to Corvettes at Carlisle. Norm Wood led the group over hills, around winding roads, and through farm land to the fairgrounds. It was perfect timing with no long lines to enter the event.



Gettysburg



Corvettes at Carlisle

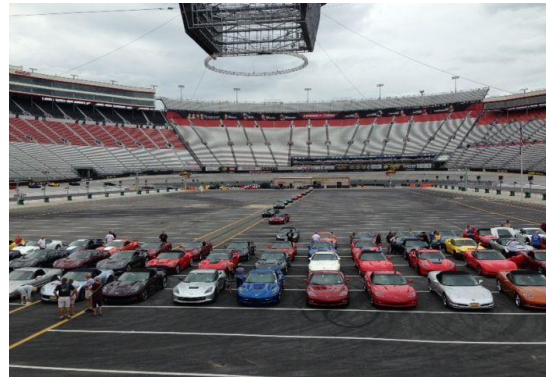
I now became the kid in a candy store with so much to see and not knowing what to choose first. ACS ended up becoming my favorite company of choice. Rock Guards became a reality. I was blown away at how much business this guy does at the show. Front end spoilers, side skirts and trim kits. During my installation people were coming up to me and asking about my choice. A few minutes later they were lined up and ordering the same thing.

That night we had our first big banquet with probably over 250 people. (WOW). The following day we were off to Roanoke WV. This was the first experience of our group all being together with Larry Goelz in the lead. For those who have been to a theme park roller coaster ride...this was close to that experience. I now understand the purpose of the passing lane. If you drive a Corvette, everyone else get out of the way!

Skyline drive was beautiful and the views were spectacular with arrival in Roanoke that evening. Day 2 we were off to Kingsport, TN. This day called for a test of one's driving skills to navigate the Back of the Tail of The Dragon. One person who totally enjoyed it was Joe Michalik. That ZR-1 was feeling right at home on that course. The finale was a stop at Bristol Motor Speedway to be on the track up close and personal. Hooray! Day 3 we were off to Bowling Green which was approximately 333 miles, and 5 hours later, lunch, check in, relax and then off the museum. For us visiting the museum for the first time, in a word inspiring. Day 4 we were on our own. Day 5 it was back to the museum and an outdoor concert with Jefferson Starship. Day 6 Yee Ha. We were off to Nashville, TN to the Country Music Hall of Fame. Afterwards, Larry Shields took us to an off the beaten path local rib joint. (Larry is great to have on a trip as he is always thinking of fun things to do.)



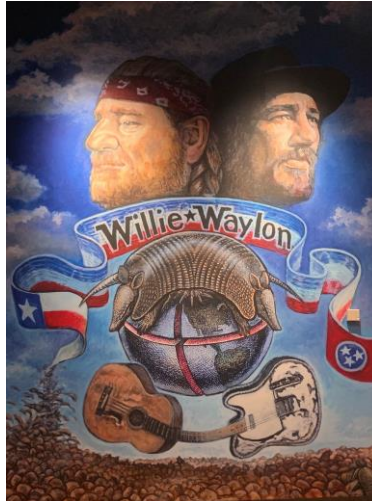
Skyline Drive



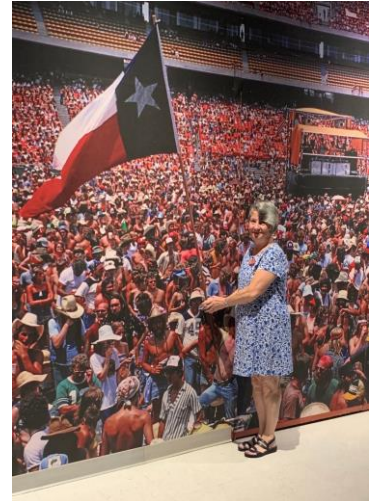
Bristol Motor Speedway



Dinner Entertainment



Nashville



Country Music Hall of Fame

Day 7 It was time to check out and head for home. I just plugged in my home address and let the Corvette Nav show me the way. We made one stop in Somerset, PA that night and then the final leg to NH the following morning. The Corvette surprised me how comfortable the ride was driving that many miles in a week.

At this time I want to thank Randy and Judy Flock for the hours of preparation and planning they put into this event. Thank you to our New Hampshire leaders, Larry and Ingrid Goelz, for their guidance and patience with us all. Finally, thank you to all of our traveling companions with whom we created wonderful memories and shared one big unforgettable experience.



National Corvette Museum



NE Caravan gift to the Corvette Museum

All our best,

David and Ellen

Gate City Corvette Club Annual Picnic

For Club Members and their families

Sunday August 9th

12:00 Noon to 5 PM

Location: David & Ellen's home

Nashua, N.H.



*Members please bring your chairs and beverages
The Club will serve hamburgers and hot dogs along
with anything else you would like to contribute*

*Please contact Norm & Susan Wood if you plan to attend
Place your food order and specify what you would like to contribute*

603-759-2595 or woodnorman@comcast.net

Refer to Norm's email notifications for Dave & Ellen's address

GCCC Membership Report

To Join Gate City Corvette Club, visit our website

<http://www.gatecitycorvetteclub.com/>

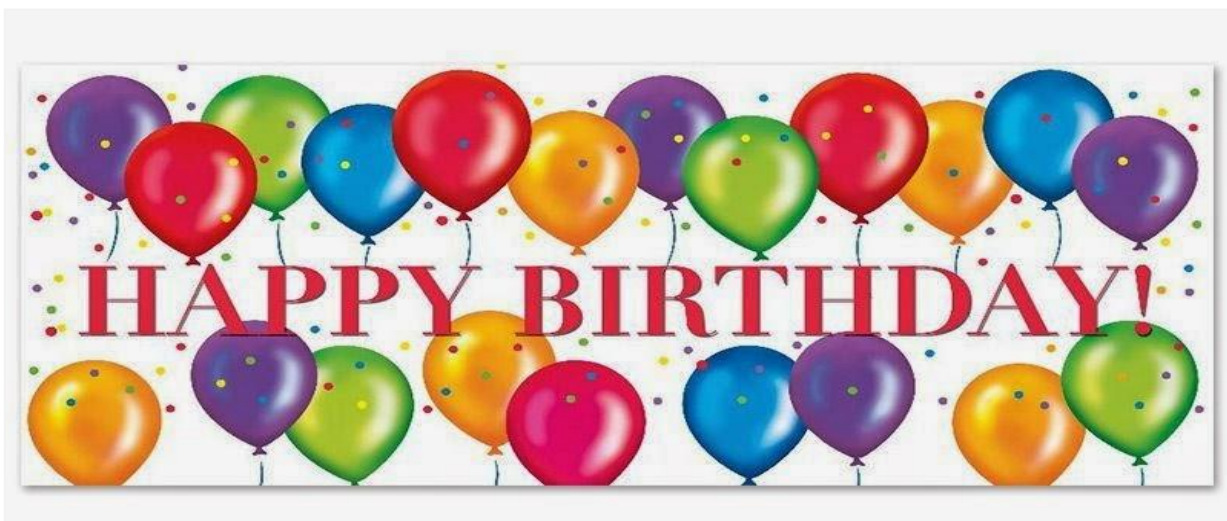
and click on the Membership Info Link

For more information, please contact: Tony Centrella (Membership Director) at

603-321-7546 or allertnec@gmail.com

75 Members – 4 Honored – 4 Honorary

Join us in celebrating the **AUGUST** birthdays



Dave Bright	8/7	Jim McLaughlin	8/18
Ingrid Goelz	8/10	Sandra Gagne	8/21
Dennis Granger	8/15	Mary Harrigan	8/21
Norm Wood	8/15	Priscialla Sleeper	8/?
Liz Stewart	8/16		

If you do not see your birthday listed and want it to be included next year, please send it to Tony Centrella.

Hints and Tips:

- If you are an Amazon shopper, use the <https://smile.amazon.com> URL to have Amazon donate a portion of your purchase price to your favorite charity, and we hope that you will select the National Corvette Museum! Every little bit helps to preserve the Corvette treasures at the museum.
- And let's not forget to become a member of the National Corvette Museum as well!
- Save the Wave

Embroidered club clothing: Maverick's Stitch and Screen, 522 Amherst Street, Unit 28, Nashua, NH
Contact Norma or Nathan 603-521-8358 Mavericksstitchandscreen.com

A Day at New England Dragway

by Al Whittier

Carol and I recently ventured out to enjoy a day at New England Dragway. In the morning we thought it would be extremely hot, but a breeze coming in from the coast made for perfect weather. There was a car show for '69 and earlier cars, a swap meet and racing all day. The crowd was not quite as huge as it was on Nostalgia Day. Although masks were not required most people respected social distancing protocol. When trophies were given out we were up in the stands watching the races. As a result, we missed getting photos of many of the show cars. Below are photos of a few cars that were still on the grounds when we were ready to leave. We had a great time and will probably make the fall event as well.



The Chevy Nova in the picture is a tease to Joe Michalik. It was turning in the low 10's. The Yellow '32 hot rod is a rare, never restored car from the late 40's.



NEW PRODUCT FROM LEOPARD TAIL

by Mike Dupont

Covid-19 inspired me to develop a U.S. made battery charger.

Leopard Tail LLC has been making Smart Charger Interfaces for specialty vehicles for almost 10 years. One of the challenges was/is keeping up with the changes that the “Made in China” chargers (nearly all of them on the market today) continue to make. They are continually trying to make them cheaper and the quality suffers. In some cases they are no longer compatible with the Leopard Tail System. A design change that seems to be proliferating is that the “Made in China” battery chargers are parasitic. What I mean by that is your battery actually powers the control electronics of the charger. In the good old days, the AC power from the wall outlet powered all stages of the charger. Currently, the AC wall power only powers the output stage of the charger. Often when these fail, only the output stage goes bad and the control electronics (the stuff that runs the LEDs on the charger) continues to operate from your car’s battery. The user has no idea that the charger is actually draining their battery until it is too late (dead battery).

The Leopard Tail Charger Interface detects these failures and lots of folks assumed the Leopard Tail System was bad because the lights of the charger were on. This is an actual case of “The lights are on but nobody’s home”. After lots of emails and phone calls, customers understood they had a defective charger (the output stage failed). They often asked me “what charger should I buy?” or “why doesn’t Leopard Tail make a charger?”

The Leopard Tail Charger Interface is made in the USA and if we were going to offer a charger it also had to be made in the USA. We also didn’t want to make anything cheap to compete with the lousy Chinese products currently on the market. When Covid-19 hit and we learned that the Chinese Government was partly responsible for its spread creating the World Wide Pandemic, people became angry with China. We decided that if there was ever a time to introduce a U. S. made battery charger, it was now. Leopard Tail has partnered with a US company that is involved with supplying the medical device industry. Some of these medical devices need battery back-up and therefore chargers. The best part is they are designed and built in the USA with US supplied components.

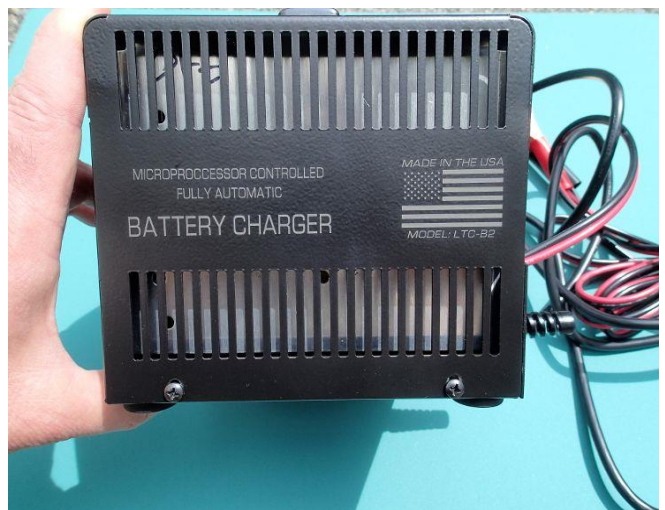
Leopard Tail has expertise in automotive charging requirements so we worked together to tailor medical device chargers for automotive applications. The first model has just completed testing and is ready for production. The second model (a dual benchtop charger) is in development. You will find some teaser photos at the end of this article. Some of the more interesting features of these chargers include: no labels – the cases of these units are laser engraved so no fading or peeling labels. Non-parasitic - so no hidden failure mode and high Power! The single charger is rated at 6 amps and the dual charger has 2 independent 3 amp fully automatic chargers. These units out perform all of their competitors from Deltran (Battery Tender), Schumacher, CTEK and more. We also offer custom laser engraving with Car Club names or even Business

Names on multiple unit buys. Final pricing is still in the works but we are ready to take orders. I have functional prototype units to demonstrate at local events.

Call me at 603-624-1104 for more information.

Thanks!

Mike



Aviation Museum Classic Car Show

by Allie DeCampo

The Classic Car Show at the Aviation Museum was a huge success! The surrounding parking areas overflowed with vehicles of all eras, makes and models. After many months of hunkering down, car enthusiasts were obviously ready to get the car covers off and the metal flake glittering in the hot summer sun. One of the show stoppers was Al and Carol's '31 Ford roadster. (You just have to see it to believe it!) There was a People's Choice Award and raffles with all proceeds benefiting the nonprofit museum. The show was held next to runway 17-35 with an up close view of landing aircraft. The Aviation Museum was open for tours and provided a glimpse into the history of what was once a small airfield and a US Air Force Base.



Photo provided by Al Whittier



Photos provided by Tom Stewart

C8 CORVETTE HOOD OPENING WHILE IN MOTION?

GM AUTHORITY

The National Highway Traffic Safety Administration has received two complaints from C8 Corvette owners alleging the sports car's hood, or "frunk", opened while the vehicle was in motion. As first reported by [Corvette Blogger](#), NHTSA has only received two complaints regarding the C8 Corvette thus far and both pertain to the hood opening while driving. One of the complaints said the hood popped open as they were driving along at roughly 25-30 mph, which caused damage to the hood hinges and fenders.



"I turned onto the main road (a US-designated HWY) and accelerated," the complaint said. "When I reached a speed of approximately 25 to 30 mph, the front hood (also called a frunk), flew up and completely blocked my vision of the roadway. "I was able to successfully brake and pull to the shoulder of the highway without further incident. The 'frunk' hood completely blocked my vision of the roadway and damage was done to the hinges, hood and fender on the driver's side

The person who filed the second complaint recalled a similar experience and also said the problem was due to the lack of a secondary hand-operated latch. "They failed to engineer the appropriate safety latch features into the hood that would prevent this from happening," the person said. "Hoods are required to have a secondary latch that must be physically operated to open completely."

All previous Corvette models were hinged at the front and opened forward, leaving very little possibility that the hood would open while the vehicle is in motion. The C8 Corvette, by comparison, is hinged in a more traditional spot near the windshield on either side in order to provide easier access to the front storage area. Corvette engineers may not have designed a robust enough front latch, or some vehicles may be defective, but it's difficult to say without a full NHTSA investigation.

A YouTuber also uploaded a video showing the hood on their C8 Corvette opening while driving. Similar to the NHTSA complaint, the hood opens at relatively low speed. The YouTube user also said this incident caused "a fair amount of damage," including to the hinges and hinge attachment points, along with paint scratches on the hood and on both fenders. They said there was no warning before this happened and no audible alarm to warn them that the hood had popped loose.

<https://gmauthority.com/blog/2020/07/c8-corvette-owners-report-frunk-opening-while-they-are-driving-video/>

Article submitted by Alan Factor

A LOOK BACK AT THE WORST CORVETTES EVER MADE

With a new Corvette set to be unveiled this January, let's take a look back at the car that has won the hearts and minds of American auto enthusiasts for more than a half century. Now in its sixth generation, the current Corvette is one of the best models to ever hit the streets, having placed consistently on Car & Driver's 10 Best List over the past two decades.

However, the Corvette hasn't always been the standard-bearing American supercar that it is today. In fact, despite being one of the most beloved nameplates to ever take the road, the Corvette has at certain times in its storied history been a rather sad ride.

The beginning of a dark age: The introduction of the third generation 'Vette

When GM took the opportunity to design a new 'Vette for the 1968 model year, the company based it off of the Mako Shark concept car that wowed audiences on the show circuit in the years before. However stunning the concept may have been in person, things tend to get lost in translation when it comes from the floor of an auto show to the roadways of America. Where the previous generation Corvette was slick, the third generation was bulbous and cartoony, though far from unattractive. Although the 'Vette lost some grace when it hit the streets in '68, it was still one of the more daring models on the road in terms of looks and performance.

What was less daring was how GM went about introducing the all-new Corvette, as it used the same platform that underpinned the previous generation model. This would've been forgivable had Chevy ramped up production of a fourth generation a few years later, but they instead waited until 1983 to develop a new chassis for their flagship car. What's even more unforgivable is the fact that the second generation Vette was actually taken off the road in 1967 because it had failed safety inspections so poorly the year before.

When the environment became political, the Corvette became a target.

The Corvette wasn't the only model that would enter a "dark age" during the '70s because this was also a time where the President of the United States had decided to target speed fanatics. When President Richard Nixon developed the Environmental Protection Agency, all muscle cars became shadows of their former selves. After banning leaded gasoline and requiring catalytic converters on all new cars, the 305 V8 that Chevy fans worshiped would no longer get horsepower better than 249. In 1975, things got even sadder, as the small block under the hood of that year's Corvette reached an all-time low of only 165 horsepower.

The actions of one state helped produce the saddest 'Vette in history

As bad as things were looking in the mid '70s for the Corvette, the worst model to ever wear the badge hit the streets of California in 1980. The state had enacted emissions standards at that time that required Chevy to produce a Corvette for sale in that state exclusively that would be a muscle car only in appearance. GM took out the 5.7-liter V8 standard in all other 'Vettes nationwide and sold Californians a model with a 5-liter "mini-small block" under the hood. Worst of all, the car featured a three-speed transmission that drained the already weak California model of significant torque. Even though the car was relatively lightweight, it needed more than a strong breeze to get it moving at nearly half the speed of Corvette's sold in other states. When Chevy finally wised-up and introduced the fourth-generation Corvette, fans could breathe a little easier as the car looked less kitschy and regained some of its bark. By the time GM introduced the fifth-generation

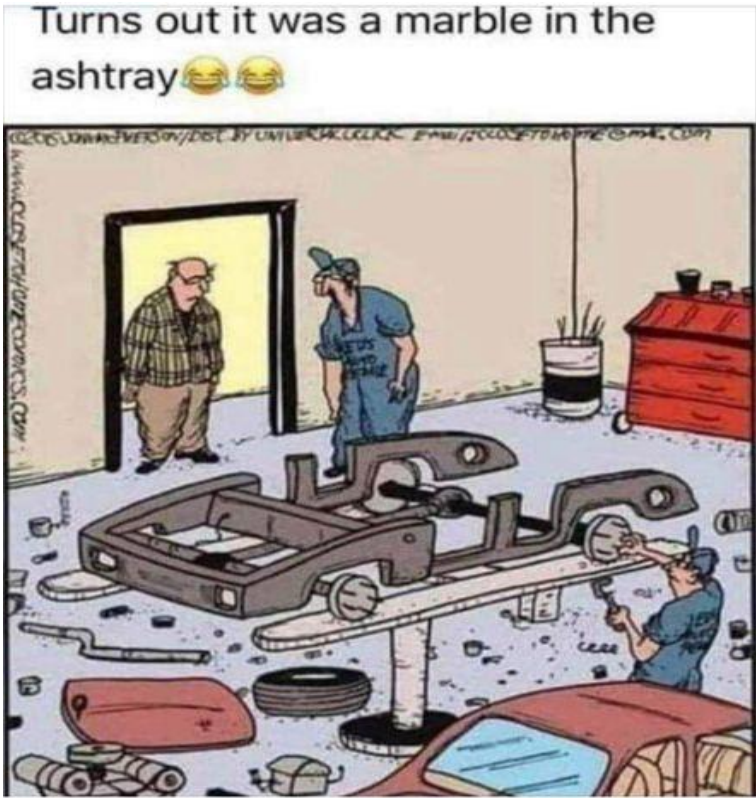
model in 1996, the Corvette badge had successfully re-established its role as the preeminent American sports car. As we await the unveiling of the seventh incarnation, let's hope the designers at GM continue their winning streak.

1980 CORVETTE POWER TEAMS					
Engine	Ordering Code	Displacement (Cu. In.)	Engine Availability	4-Speed Manual (1)	Automatic (1)
ALL STATES EXCEPT CALIFORNIA					
5.7 Liter 4-Bbl. V8 (A)	L48	350	Std.	Std.	(2)
5.7 Liter 4-Bbl. V8 (A)	L82	350	EC	NA	Std.
CALIFORNIA ONLY (with California Emission Requirements)					
5.0 Liter 4-Bbl. V8 (A)	LG4	305	Std.	NA	Std.
Std. - Standard. NA - Not Available. EC - Available at extra cost. (1) With console-mounted shift control. (2) Available in place of standard 4-Speed manual transmission at no extra cost. (A) Produced by GM - Chevrolet Motor Division.					

The 305 cu. in. motor that California buyers were stuck with was rated at 180 hp, 10 hp less than the 350 cu. in. motor available in the other 49 states.

<https://www.goldeagle.com/tips-tools/a-look-back-at-the-worst-corvettes-ever-made/>

Submitted by Alan Factor



Submitted by Tony Centrella

Save the Date

▪ CCRI Corvettes by the Sea - Cancelled	August 2	9:00 am
➤ Club Picnic	August 9	
➤ Corvettes at Carlisle	August 27 – 30	
➤ National Corvette Caravan Reunion	September 3 – 5	
▪ Great Bay Driven to Make a Difference - Cancelled	September ?	?
▪ Vettes to Vets - Cancelled	September 27 ?	
➤ Castle in the Clouds Picnic	October ?	?
➤ Tilton Veteran's Home	December ?	?
➤ Holiday Party	January ?	6:00 pm

With COVID-19 affecting our lives so much, please keep in mind that many events are either going to be Postponed or canceled. Be sure to check with the sponsoring organization before heading out to any event listed in our calendar. And please remember to apply Social Distancing norms and be safe out there.

Please keep these in mind when making your summer plans as we enjoy seeing each of you regularly. Remember to always have fun with your Corvette(s).

The monthly calendars are here. Please be sure to confirm the dates and times of any event you plan to attend.

To try and keep everyone connected, I'm going to setup a Virtual Gathering using Zoom so that we can all talk with each other and stay connected. Zoom works on most every platform and is easy to use. Here is the meeting invitation:

<https://us04web.zoom.us/j/77207785771?pwd=L0pHa2VuY1krZ053U1Z0UG84SVpMdZ09>

Meeting ID: 779 1512 1607 Password: 8LmSsr

July 29th is the next scheduled virtual meeting.

AUG 2020

SUN

MON

TUE

WED

THU

FRI

SAT

01

[Corvettes and
Coffee](#)

02

03

04

05

06

07

08

[CCRI Corvettes By
the Sea
Bay State
Autocross](#)

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11

12

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15

GCCC Picnic

[GCCC Virtual
Meeting](#)

[Gate City Club
Meeting](#)

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[GCCC Virtual
Meeting](#)

[Corvettes at
Carlisle](#)

[Corvettes at
Carlisle](#)

[Corvettes at
Carlisle](#)

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[Corvettes at
Carlisle](#)

Weekly Cruise Nights

[Murphy's
Taproom
Bedford](#)

[South Shore
Corvette Club](#)

[North Shore
Corvettes of MA](#)

[Kimball Farm
Eddies 529 Club
EMCC Static
Cruise](#)

[Cruzzin' Dreams
Hotrod City](#)

[Kimball Farm
Target Cruise
Night](#)

SEP 2020

SUN	MON	TUE	WED	THU	FRI	SAT
		01	02	03	04	05
				NCM Caravan Reunion	NCM Caravan Reunion	NCM Caravan Reunion Corvettes and Coffee
06	07	08	09	10	11	12
	CT Classic Car Show		GCCC Virtual Meeting		Gate City Club Meeting	Corvette Club Western MA Car, Truck, Bike Show
13	14	15	16	17	18	19
Jets and Vettes?		Lorenzo's Cruise Night				
20	21	22	23	24	25	26
			GCCC Virtual Meeting			
27	28	29	30			
Vettes to Vets Vettes at the Beach						

Weekly Cruise Nights						
Murphy's Taproom Bedford	South Shore Corvette Club	North Shore Corvettes of MA	Kimball Farm Eddies 529 Club EMCC Static Cruise	Cruzzin' Dreams Hotrod City	Kimball Farm Target Cruise Night	

OCT 2020

SUN	MON	TUE	WED	THU	FRI	SAT
					01	02
						03
						Corvettes and Coffee
04	05	06	07	08	09	10
		GCCC Virtual Meeting		Gate City Club Meeting	Bay State Autocross	
11	12	13	14	15	16	17
18	19	20	21	22	23	24
		GCCC Virtual Meeting				
25	26	27	28	29	30	31

Weekly Cruise Nights						
	South Shore Corvette Club	North Shore Corvettes of MA	Kimball Farm Eddies 529 Club EMCC Static Cruise	Cruzzin' Dreams Hotrod City	Kimball Farm Target Cruise Night	

Comet NEOWISE



If you missed this amazing comet it will be back in 6800 years.

Photographed by Dave Hill

Nikon D300S
Nikon 18-200 mm lens
F5.3 for 20 seconds at ISO 320

PUBLISHING & ADVERTISING

PUBLISHING INFORMATION – The next article/ad submission date is **September 20, 2020**

Please help by sharing news about trips you've taken, shows you've attended, and suggestions for club activities, as well as technical advice, cleaning tips, or anything else that you feel would be of interest to our members. The club needs your input.

Reports, articles, notices, letters, photos and ads are to be received by the 20th of each month for inclusion in the upcoming newsletter. Thank you for helping to make our newsletter interesting and informative!

Contact: Allie DeCampo
Newsletter Editor
allie_decampo@comcast.net
(603) 494-8047

Notice:

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ADVERTISING INFORMATION

Please contact the editor if you are a business or know of a business interested in purchasing advertising space in the newsletter. Yearly rates are available and are as follows:

Newsletter Yearly Advertising Rates:

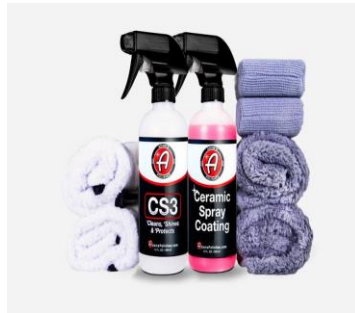
<i>Business Card</i>	<i>\$50/year</i>
<i>¼ page</i>	<i>\$70/year</i>
<i>½ page</i>	<i>\$100/year</i>
<i>Full page</i>	<i>\$150/year</i>

CLUB OFFICERS 2020

President	Dennis Corrigan	(603) 262-1556	dennis070@yahoo.com
Vice President.....	Larry Shields	(603) 673-9653	larry.shields@comcast.net
Secretary	Dave Osgood	(603) 521-7075	davidalden@aol.com
Treasurer.....	Dean Gagne	(603) 472-2865	dean_gagne@yahoo.com
Officer-At-Large	Dave Hill	(603) 860-8737	davennh@comcast.net
Membership Director	Tony Centrella	(603) 321-7546	allertnec@gmail.com

SAVE THE WAVE

New Items Now In Stock!



Norm's Detailing

"Authorized Adam's Premium Car Products Dealer"

100 George Street- Manchester, N.H. 03102

603-668-2305 / 603-759-2595 cell

woodnorman@comcast.net

Contact us for prices and to place your order or to set up a Detail Clinic for your club



Thank you MacMulkin Chevrolet!

